

AMENDMENTS TO THE DRAWING

Appended hereto as attachments are seven replacement formal drawing sheets to replace the drawings that were included in the published PCT application. The PCT drawings have been amended to delete the PCT application and publication numbers, and to delete the designations "Substitute Sheet (Rule 26)." Additionally, reference numerals have been added to Figures 2, 3, 5, 8, 9, and 13 through 15 to correspond with elements discussed in the specification

Also appended hereto are copies of the published PCT drawings showing in red the amendments that are reflected on the attached replacement drawing sheets.

REMARKS

The substitute specification together with the amended claims and amended drawings place the present U.S. national phase application in better form for examination on the merits.

Also attached hereto is an Abstract of the Disclosure presented on a separate sheet in conformity with the rules of practice.

Based upon the specification, drawing, and claim amendments to this national phase application, it is believed that the amended specification, the amended drawing, and the amended claims conform with U.S. formal requirements.

Additionally, the amended claims as hereinabove presented conform in substance with the corresponding amended claims that were examined in the international application. And based upon the acceptance by the International Preliminary Examining Authority of the invention as it was claimed in the amended claims that were presented in the course of the examination of the international application as meeting each of the novelty, the inventive step, and the industrial applicability criteria set forth in the Patent Cooperation Treaty, the claims as amended above are believed to conform both with U.S. formal requirements as well as with U.S. substantive requirements, and they are therefore believed to be in allowable form. Accordingly, an early Notice of Allowance is in order and is respectfully solicited.

Should the examiner have any question after considering this Preliminary Amendment, he is cordially invited to telephone the undersigned attorney so that any

such question can be quickly resolved in order that the present application can proceed toward allowance.

Respectfully submitted,



March 23, 2006

Alfred J. Mangels
Reg. No. 22,605
4729 Cornell Road
Cincinnati, Ohio 45241
Tel.: (513) 469-0470

Attachments: Attachment A
Attachment B
Abstract of the Disclosure
Annotated drawing sheets showing the changes
Replacement drawing sheets including the changes

10 JUN 2006

1907

JAP20P
10 JUN 2006

ATTACHMENT B

SUBSTITUTE SPECIFICATION

(Showing All Changes Made to the Specification in International Application No.
PCT/SE2004/001351)

**A-METHOD OF AND APPARATUS FOR CONNECTING A PASSENGER BRIDGE
TO AN AIRCRAFT ,~~AND AN ARRANGEMENT TO THIS THAT END.~~**

BACKGROUND OF THE INVENTION

FIELD OF THE INVENTION

The present invention relates to a method of connecting a passenger bridge to an aircraft, and to an arrangement for this that end.

DESCRIPTION OF THE RELATED ART

Many airports now include passenger bridges which are connected to an aircraft from a terminal building and via which passengers embark and disembark. Several different types of passenger bridges are known to the art, of which one is a so-called Mobile Telescopic Bridge (MTB) ~~which comprises~~ that includes a number of telescopic telescoping parts, where the ~~outmost~~ outermost part is supported by a bogie that has separately driven wheels. The bogie functions to ~~manoeuvre~~ maneuver the passenger bridge on the airport ~~hardstanding towards gate area~~ apron toward and away from an aircraft. Located at the connection of the passenger bridge to a terminal building is a rotunda, which is rotatable about a vertical axis and which is supported by a ground-anchored pillar. Located in the outermost part of the passenger bridge is a cabin that can be rotated relative to the outermost telescopic element of said the bridge. The cabin is that part of the arrangement intended for connection to the door of an aircraft.

A serious problem resides in the relatively long time taken for passengers to board the aircraft and also to disembark passengers, when the aircraft is parked at a so-called gate. This means that the time lapse from the time at which the aircraft has landed to the time at which it can re-start is unnecessarily long, which is both uneconomic and causes the passengers to feel that they are forced to wait unnecessarily.

It is undesirable for passengers to wait on the ~~hardstanding~~, aircraft parking area for safety reasons.

Aircraft tend to be both larger and longer. A serious technical problem arises with regard to connecting a telescopic passenger bridge to a rear door that is located sternwards aft of a wing of an aircraft, due to the significant distance from the rotunda to a rear door. ~~This That~~ distance can exceed 30-40 ~~metres~~ meters. There is found in ~~this that~~ respect a solution in which the passenger bridge is suspended from a device that ~~likens~~ resembles a crane, so that the bridge is able to extend stably over the wing to an extent that enables the bridge to be connected to a rear door of the aircraft. ~~This That~~ solution is both clumsy and expensive.

Another solution is described in Swedish patent specification 513 504. In accordance with ~~this that~~ patent specification, the passenger bridge is given mobility through the medium of a drive means arranged in the outer part of the bridge and having wheels that rest against the airport ~~hardstanding~~ parking apron surface, wherein the passenger bridge includes ~~telescopic~~ telescoping parts. According to ~~this~~ In accordance with that patent specification, the passenger bridge is driven by the drive means after an aircraft has been parked, so as to cause the drive means and the

outer part of the passenger bridge to pass outwardly of said the aircraft wing and then in behind said the wing for connection to the rear door of the aircraft.

Although this that Swedish patent provides a conceivable solution to the aforesaid above-described problem, it itself [[,]] causes a problem with regard to present-day large aircraft, such as the Airbus 380, which have two flight decks. In addition to requiring a passenger bridge in excess of 50 metres meters in length in order to move around the wing, the time taken to connect the bridge to a rear door would be unacceptably long. Moreover, the location of the bridge connection to the rotunda at the airport building would be much too high for the bridge to be connected to a rear door on the lower flight deck and therewith to pass freely over the wing of the aircraft. The outermost part tip of the wing of an Airbus 380 is namely situated at a greater height above the ground than are the doors on the upper deck.

The present invention solves this that problem and provides a simple and convenient solution to the problem of connecting a passenger bridge to a rear door on the upper deck of a two-deck aircraft, and also a rear door on the lower deck of such an aircraft.

SUMMARY OF THE INVENTION

Accordingly, the present invention relates to a method of connecting the outer end of a passenger bridge to a door on the body of an aircraft, said whereby the door being is located on one side of the aircraft and sternwards aft of an aircraft wing, wherein the . The inner part of the passenger bridge is connected to a terminal building via a rotunda, wherein and the outer part of the passenger bridge carries a

cabin intended for connection to the aircraft at a door thereof, ~~wherein the . The~~ passenger bridge is ~~mobile~~ movable through the agency of a drive means that rests against a ~~hardstanding~~ parking apron at the airport, at the airport through the medium of wheels included in ~~said~~ the drive means, ~~wherein the . The~~ passenger bridge includes telescopic telescoping parts, ~~and wherein the method is characterised by~~ locating ~~the . The~~ drive means is located at the outer end of the inner part of the passenger bridge; ~~by , thereby~~ enabling the outer part of the passenger bridge to swing in a vertical plane relative to the inner part of ~~said~~ the bridge; ~~by driving the .~~ The passenger bridge is driven from a parking position to a docking position by means of ~~said~~ the drive means after an aircraft has parked for connection to the passenger bridge, ~~and by positioning the . The~~ drive means is positioned close to the leading edge of the aircraft wing while telescoping the inner part of the passenger bridge, ~~and by thereafter swinging down the . The~~ outer part of the passenger bridge is then swung down and ~~telescoping~~ said the outer part telescopes outwardly to an end position in at which ~~said~~ the cabin can be docked with the aircraft body.

The present invention also relates to ~~an arrangement of the kind having the main features set forth in the accompanying claim 5~~ apparatus for carrying out the method.

BRIEF DESCRIPTION OF THE DRAWINGS

The present invention will now be described in more detail partly with reference an embodiment of the invention illustrated in the accompanying drawings, in which

fig. Fig. 1 is a side view of an Airbus A380 showing the several passenger door locations;

fig. Fig. 2 shows the aircraft and passenger bridges from above;

fig. Fig. 3 shows a passenger bridge connected to a rear door A4 on the lower deck of the aircraft;

fig. Figs. 4-6 illustrate the sequence of procedural steps of connecting the passenger bridge of Fig. 3 to the aircraft;

fig. Fig. 7 is a sectional view of the passenger bridge taken at the drive means and shows the placement of the bridge in relation to the aircraft;

fig. Fig. 8 shows three passenger bridges connected respectively to a rear door A4 on the lower deck and two front doors A2, A7 on the lower and the upper deck respectively;

fig. Fig. 9 shows a passenger bridge connected to a rear door A8 on the upper deck of the aircraft;

fig. Figs. 10-12 illustrate the sequence of procedural steps taken in connecting the passenger bridge of Fig. 9 to the aircraft;

fig. Fig. 13 shows is a top view showing three passenger bridges connected to a rear door A8 on the upper deck and to two forwardly located doors A1 and A2 on the lower deck, respectively;

fig. Fig. 14 is a side view of a passenger bridge connected to a forwardly located door on the upper deck;

fig. Fig. 15 is a side view of a passenger bridge connected to a forwardly located door on the lower deck; and

~~fig. Fig. 16 illustrates a detailed figure of a is a fragmentary side view of a connection region in which a part of the passenger bridge can be folded pivoted in a vertical plane.~~

DESCRIPTION OF THE PREFERRED EMBODIMENTS

Fig. 1 is a side view of an aircraft designated Airbus A 380, where the locations of the several passenger doors A1-A5, A 7- A9 have been marked indicated.

Fig. 2 shows the aircraft 1 and passenger bridges 2, 3, 4 from above.

The present invention relates to a method of connecting the outer end 5 of a passenger bridge 4 to a passenger door A4, A5, A8, A9 on an aircraft body,~~said door being~~ . The doors are located on one side of the aircraft and aft of the aircraft wing 6 wherewith the . The inner part 7 of the bridge is connected to a terminal building 8 via a rotunda 9 ,and wherewith the . The outer part 10 of the bridge carries a cabin 11 which is intended for connection to a passenger door on the aircraft.

The passenger bridge 4 is given mobility movable through the agency of a drive means 12, which rests against the airport hardstanding parking apron 15 through the medium of on wheels 13, 14 (see fig. Figs. 5 and 7),~~said bridge . Bridge 4 including telescopic~~ includes telescoping parts 16, 17, 18, 19 as shown in fig. Fig. 6.

According to In accordance with the invention, the drive means 12 is located at the outer end of the inner part 7 of the bridge 4. The outer part 10 of the passenger bridge can be swung in a vertical plane relative to the inner part 7 of the bridge.

When an aircraft has parked for connection to the passenger bridge 4, the bridge 4 is moved by the drive means 12 from a parking position, shown in fig. Fig. 2,

to a docking position, shown in fig. Fig. 3, in which the drive means 12 is positioned close to the leading edge 20 of the aircraft wing 6 ~~while telescoping by telescopically extending~~ the inner part 7 of the bridge. The outer part 10 of the bridge is then swung downwards relative to the inner part 7 of the bridge and ~~telescoped telescopically extends~~ to an end position in which the cabin 5 can be docked to the aircraft body, see fig. Fig. 3.

The outer end of the passenger bridge is thus adapted for connection to a door on the body of the aircraft, said the door being located on one side of the aircraft and sternwards aft of the aircraft wing 6. ~~This That outer end is normally designated 10 includes the cabin 5, and which~~ can be swung about a vertical axis to take a position parallel with the aircraft body. The cabin 5 is also ~~restricted telescopically~~ movable for limited movement of the cabin to a position in which it lies adjacently adjacent to and around the door on the body of the aircraft.

The inner end 7 of the passenger bridge is connected to a terminal building 8. ~~This That~~ connection is designed for connection of the inner end of the bridge to the terminal building via at least one rotunda 9 and a further element passageway 21 for pedestrian traffic.

As before mentioned previously, the passenger bridge 4 is ~~made mobile~~ movable through the agency of a drive means 12 provided on the outer part of the bridge. The drive means 12 is of a known kind and rests against the airport ~~hardstanding parking apron~~ 15 ~~through the medium of on~~ wheels 13, 14, wherein the wheels are preferably driven individually. The drive means enables the passenger bridge to be driven in any desired direction. The passenger bridge also includes, as

known per se, telescopic parts, i.e., telescopic telescoping elements in the form of tunnel-like elements that are generally rectangular in cross [[-]] section.

The telescopic construction of the passenger bridge and the design of the drive means described above are well known to the art and will not therefore be described in more detail.

The telescopic telescoping elements 16, 17 of the inner part 7 of the passenger bridge (see Figs. 4-6) are extended and withdrawn, respectively, as the passenger bridge is moved along the hardstanding parking apron 15 by the drive means.

The telescopic telescoping elements 18, 19 of the outer part 10 of the passenger bridge are extended and withdrawn, respectively, with the aid of a suitably known drive means (not shown) that functions to extend and withdraw, respectively, the outer telescopic telescoping element 19 from and into the inner telescopic telescoping element 18.

According to In accordance with one preferred embodiment of the invention, the outer part 10 of the passenger bridge is hinged to the inner part 7 of said the bridge, i.e., the parts elements 17 and 18 of the bridge are hinged together so as to enable the outermost part 10 of the bridge to be folded displaced in a vertical plane, relative to the inner part 7 of the bridge, as shown in fig. Fig. 16.

The vertical position of the outer bridge outer part 10 is caused to vary varied with the aid of force generating means acting between the outer part outermost element 17 of the inner part 7 and the inner part innermost element 18 of the outer part 10. Fig. 16 illustrates diagrammatically a pivot joint 22, such as a hinge, and a force generating means in the form of one or more hydraulic piston-cylinder devices 23

acting between the attachments attachment points 26, 27 in the respective bridge parts elements 17, 18, respectively.

~~According to~~ In accordance with a further preferred embodiment of the invention, shown in Figs. 4-6, the inner part 7 of the passenger bridge 7 is hinged to the rotunda 9, so as to enable the bridge inner part to be swung in a vertical plane, see fig. 4-6. The As shown in Fig. 7, the vertical position of the outermost end of inner part 7 of the bridge is caused to vary varied with the aid of lifting means 24 adjacent the drive means 12. The lifting means, shown in fig. 7 has 24 can have the form of a hydraulic piston-cylinder device 24.

Alternatively, the rotunda 9 may can be raisable and lowerable so as to be able to take different vertical positions.

The rotunda is supported by a ground-mounted vertical pillar 25. When the rotunda can be raised and lowered, the rotunda 9 is supported by a ground-mounted vertical pillar 25 that includes lifting means, such as a hydraulic piston-cylinder device, for changing the length of the pillar and therewith displacing the rotunda in a vertical direction.

However, it is preferred that the inner part 7 of the passenger bridge 7 is hinged to the rotunda 9 so as to enable the bridge inner part to be swung in a vertical plane, and that the vertical position of the inner bridge part can be caused to vary varied with the aid of said the lifting means 24 at the drive means 12.

~~According to~~ In accordance with a highly significant embodiment of the invention, the inner part 7 of the bridge and its outer part 10 are caused to take movable into a vertical position in which the bridge 4 will pass freely over the upper

side surface of the wing 6. Vertical movements of inner part 7 can be made prior to moving the bridge 4 in over the wing 6 of the aircraft and also subsequent to having moved the bridge 4 in over the wing.

~~This is~~ Those movements are shown in fig. Figs. 4-6, of which fig. Fig. 4 illustrates a starting position where the aircraft is parked; see also fig. Fig. 2. The reference numeral 28 marks the outmost tip of the wing 6. Fig. 5 illustrates the position where the drive means 12 has been driven to a position close to the leading edge 20 of the wing 6 during outward telescoping of the inner part 7 of the bridge. Fig. 6 shows the outer part 10 of the bridge being telescoped outwardly and then lowered into docking position with a rear door A4 on the lower deck, as shown in fig. Fig. 3.

Fig. 8 illustrates from above the state in which the passenger bridges of fig. Fig. 2 have been docked to both forwardly located doors A2 and A7, and a rearwardly located door A4 on the lower deck.

The passenger bridges 2 and 3 are conventional telescopic telescoping bridges. ~~These~~ Those bridges can also be swung in a vertical plane with the aid of lifting means at respective drive means 12 ~~for~~ to allow connection of the bridges with forwardly located doors at different heights above ground level.

Fig. Figs. 10-12 illustrate a sequence corresponding to that illustrated in fig. Figs. 4-6, although in this case the passenger bridge 4 is shown docked to a rearwardly located door A8 on the upper deck of the aircraft.

Fig. 13 illustrates from above the state in which the bridges shown in the figure have been docked to both to forwardly located passenger doors and to a rearwardly located passenger door A8 on the upper deck.

Fig. 14 is a side view of the forwardly located passenger bridge 2 docked to a forwardly located door A7 on the upper deck.

Fig. 15 is a side view of the forwardly located bridge 2 docked to a forwardly located door A2 on the lower deck.

The passenger bridge 4 can be docked to rearwardly located doors on both the upper and lower deck, by virtue of the fact that the bridge 4 can be raised to an extent such as to allow the drive means 12 to reach the region of the leading edge of the wing of the aircraft, in combination with the ability to fold swing down the outer part 10 of the bridge 4 relative to the inner part 7 of said the bridge. Docking is achieved relatively quickly, since the passenger bridge is moved to a limited extent on the ground, from its starting position to its end position at the leading edge of the wing. In addition, two other passenger bridges are docked to two other forwardly located passenger doors at the same time.

It is obvious that the present invention solves the problems identified in the introduction.

Although the invention has been described with reference to a number of exemplifying embodiments thereof, it will be obvious that these those embodiments can be varied. For example, the passenger bridge drive means may can include more than one wheel pair and more than one support means. Furthermore, the bridge 4 folding pivoting means may at the junction of the inner and outer parts can have some other design. In addition, the outer part 10 of the passenger bridge may can be provided with a downwardly foldable swingable vertical support at its outer end, such as an hydraulically operated support.

The present invention shall not therefore be considered limited to the aforescribed above-described and illustrated exemplifying exemplary embodiments thereof, since variations and modifications can be made within the scope of the following claims.

CLAIMS

What is claimed is:

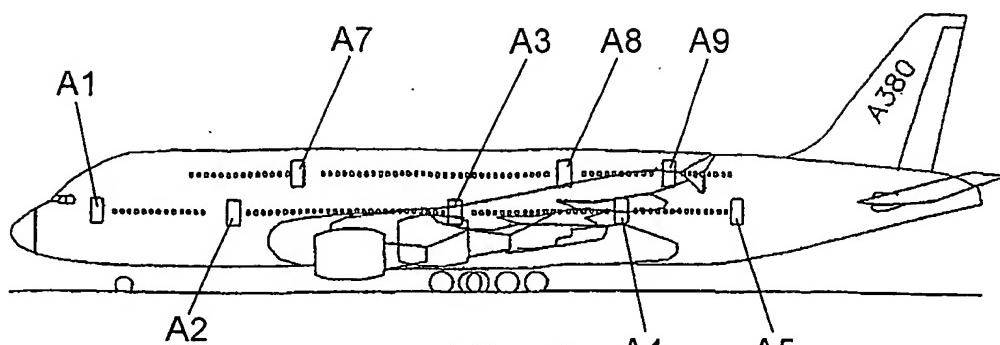


Fig. 1

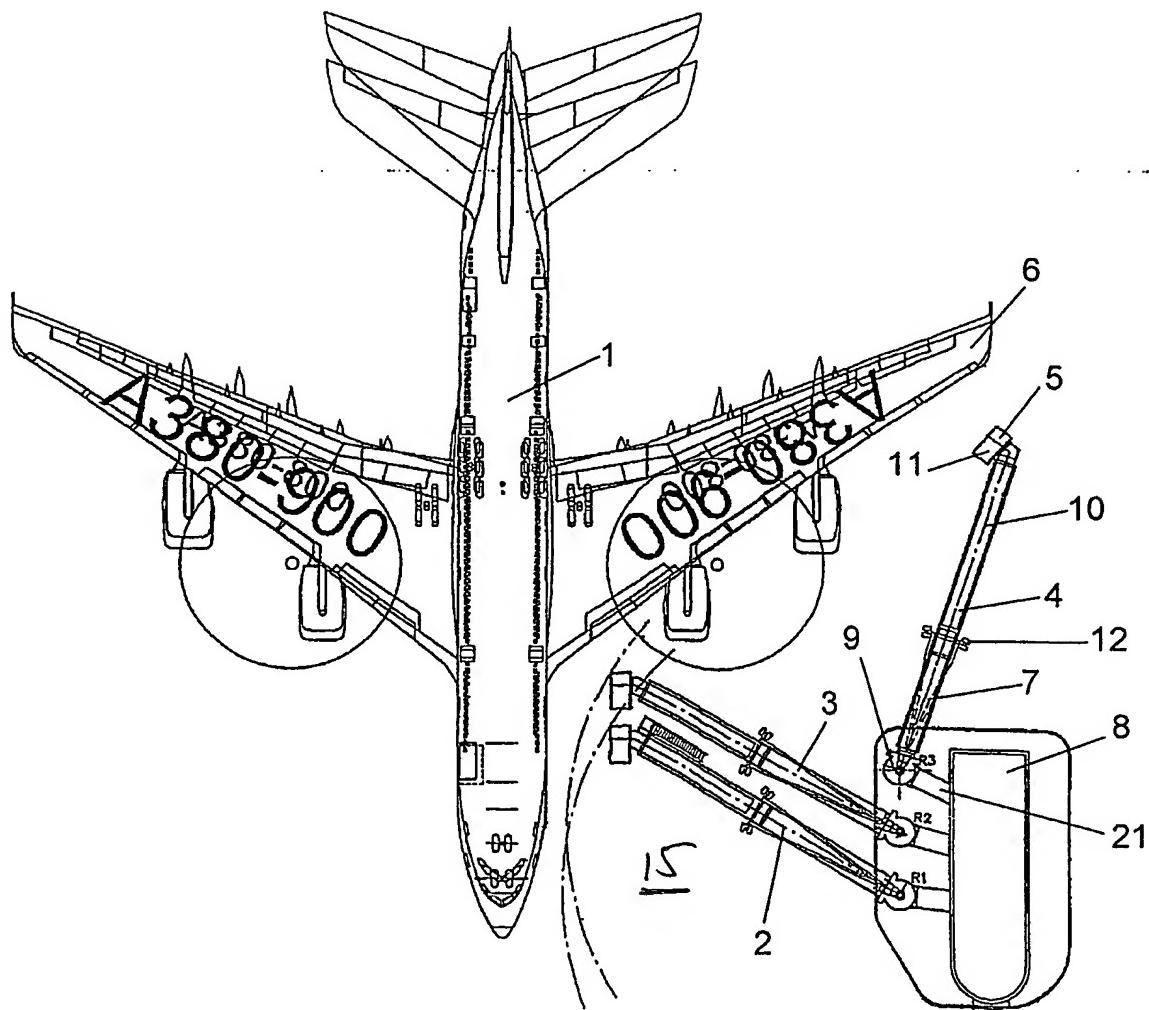


Fig. 2

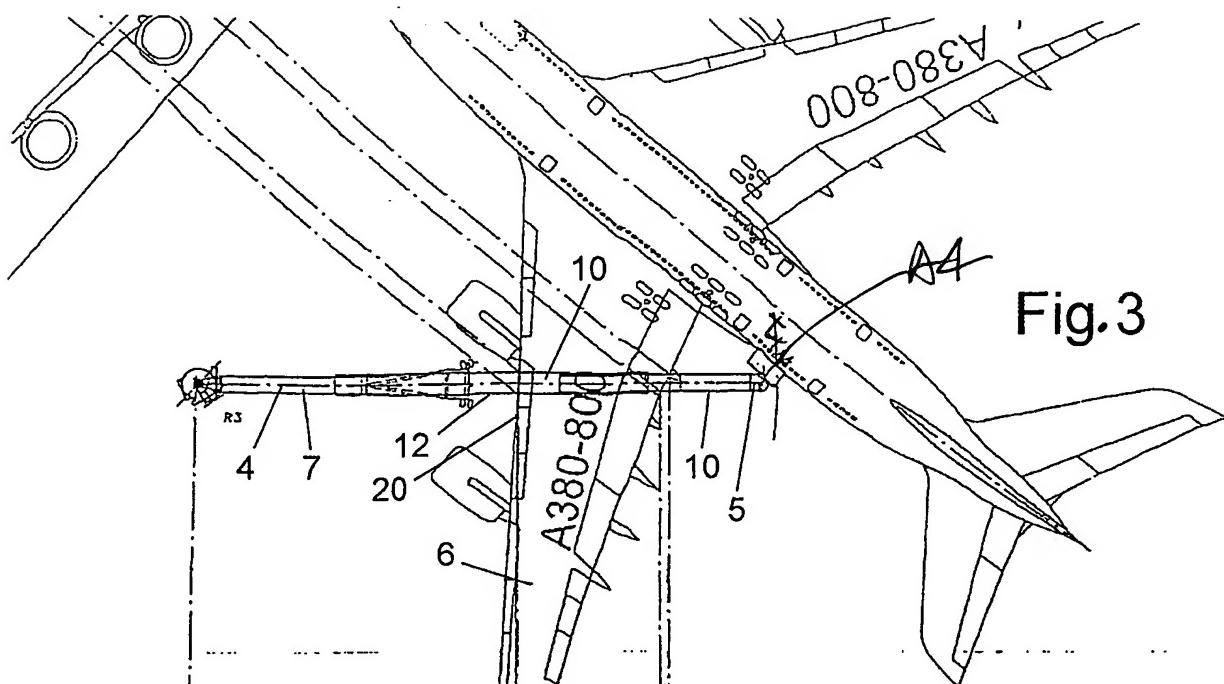


Fig.3

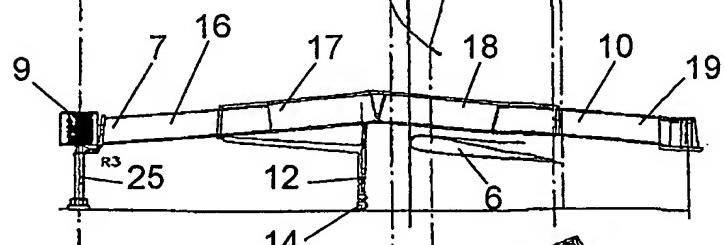


Fig.6

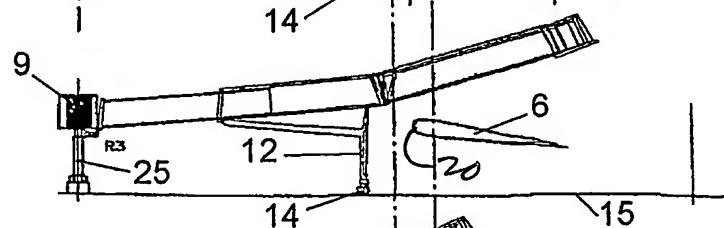


Fig.5

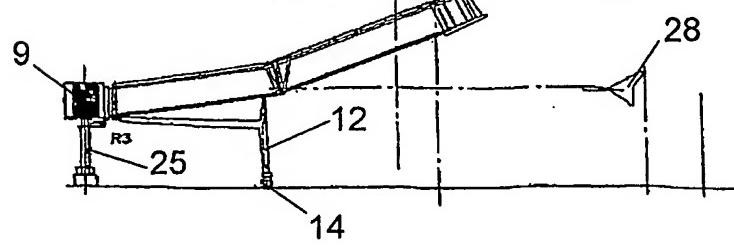


Fig.4

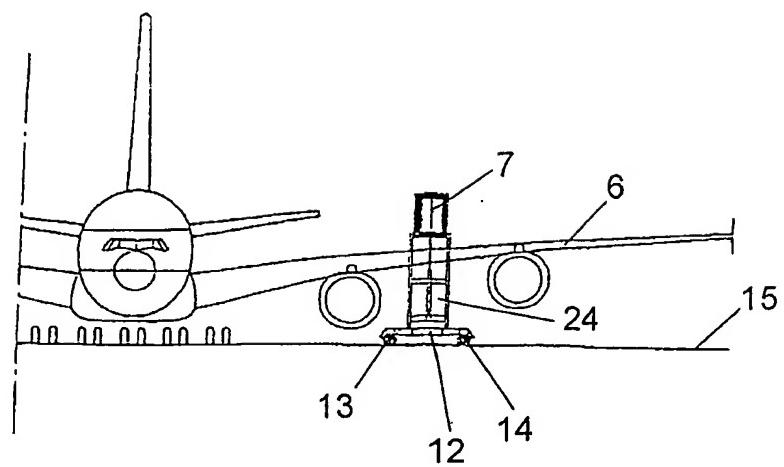


Fig. 7

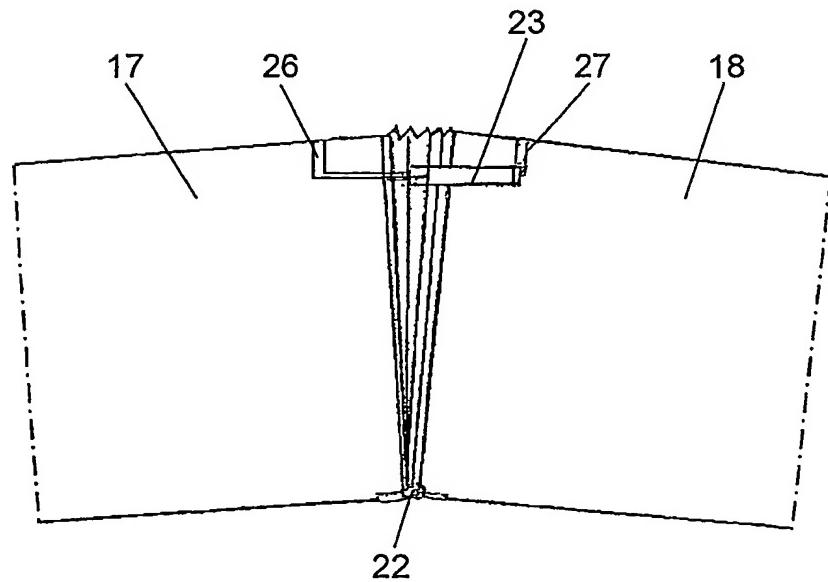


Fig. 16

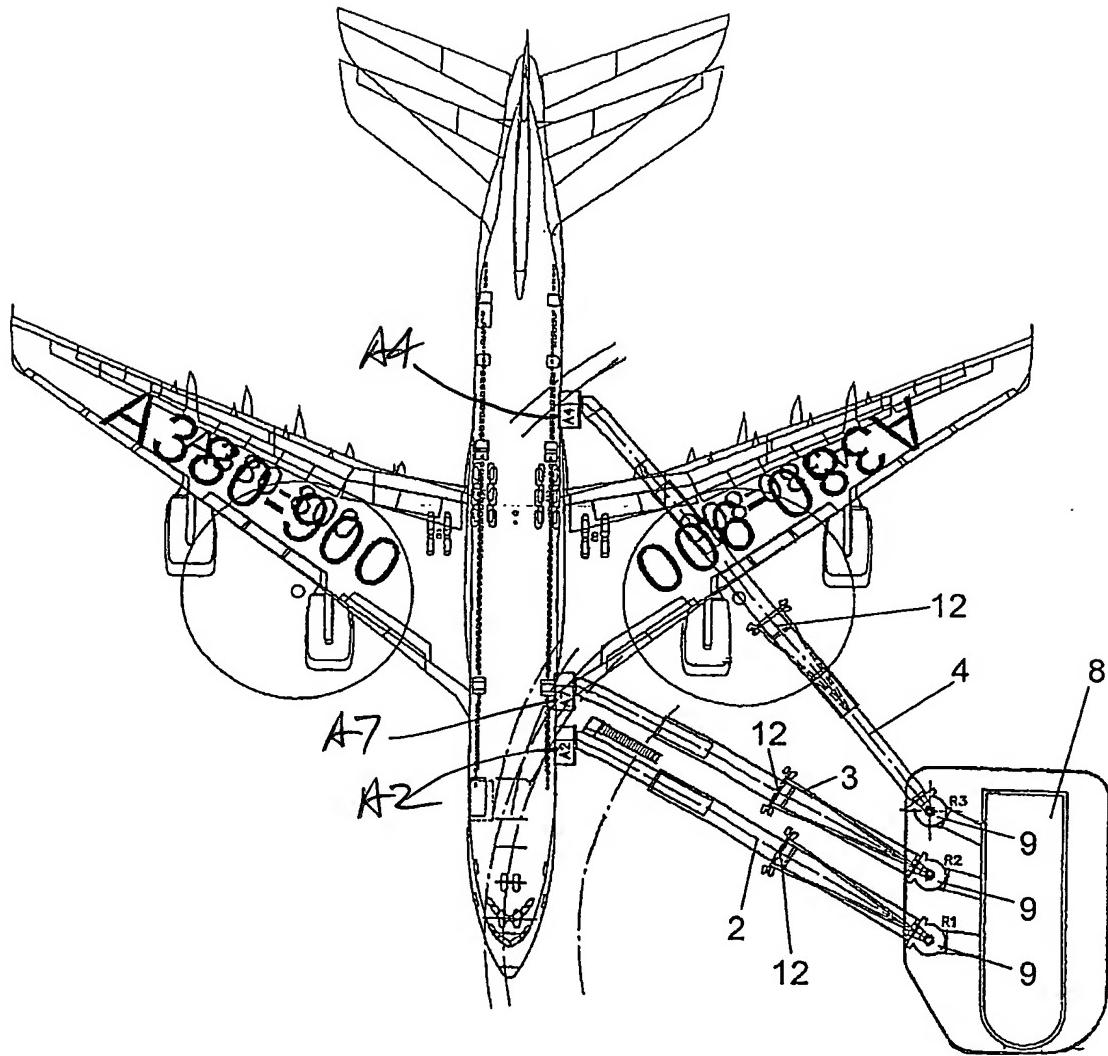
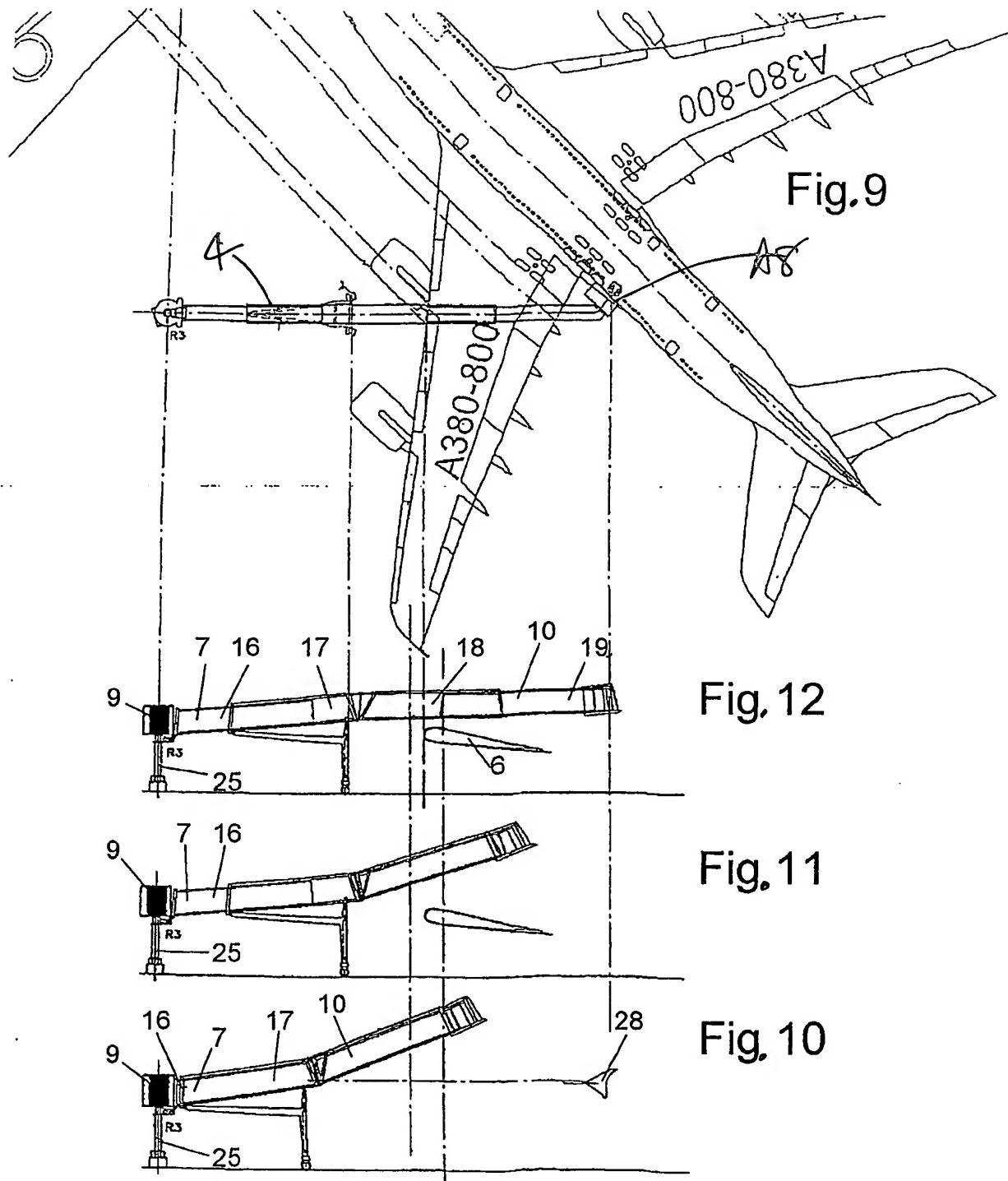


Fig. 8



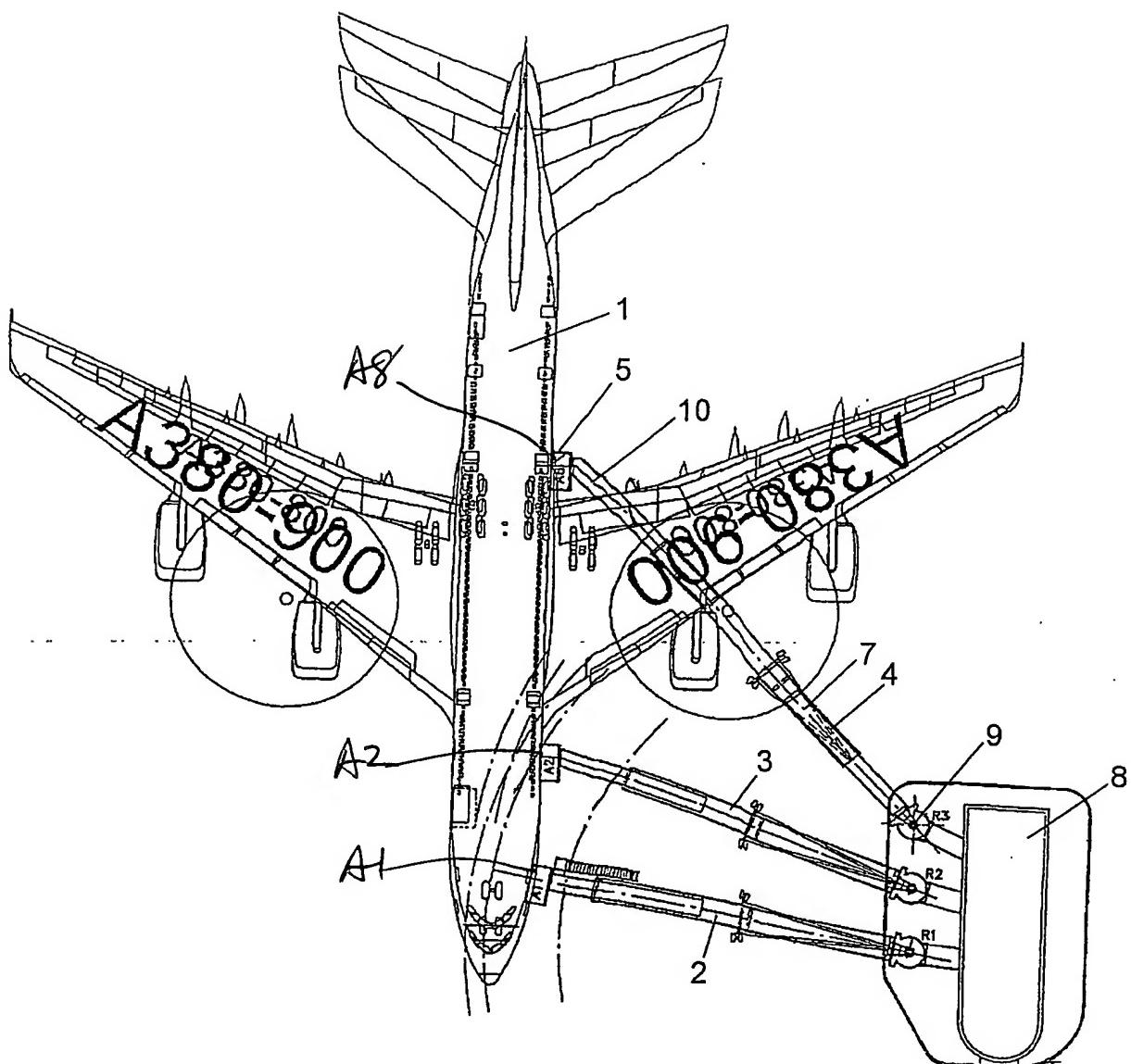


Fig.13

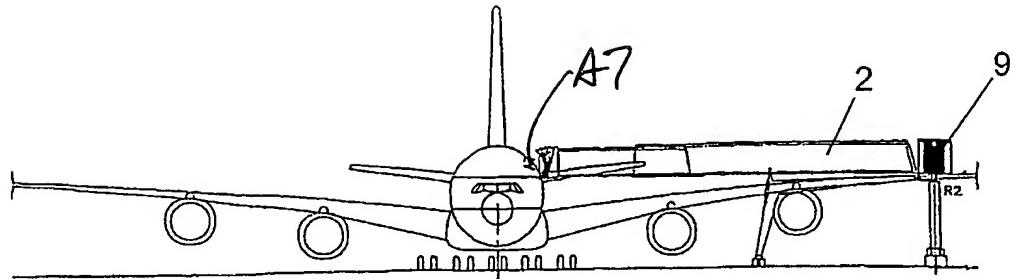


Fig.14

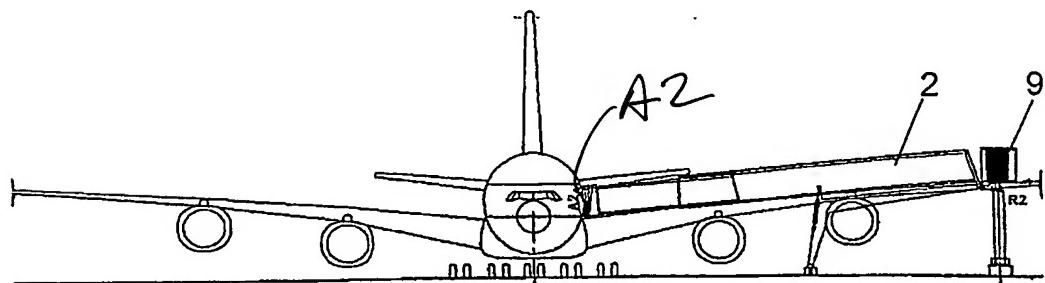


Fig.15